Conclusion of the Description of the Butterfield Route.

The Road Through Tucson. For Yum : and Fort Tejon, to San Francisco.

The Colorado River, Deserts, Plains and Mountain Passes.

Condensed Table of Time, Rate of Speed, and Distances.

INCIDENTS BY THE WAY

JOTTINGS FROM A WAGON SEAT, &c.,

SPECIAL CORRESPONDENCE OF THE NEW

SAN FRANCISCO, Oct. 13, 1858. By the overland mail from this point to St. Louis of 11th inst. I advised you of the arrival of the great mail from St. Louis in twenty-three days and twenty-three hours and a half, and continued a description of the route as far as Tucson. I send herewith the description of the con-cluding portion of the route from Tucson, through Fort

also gave you in that letter a table of the distances and time of departure from various points of the route, and a preparation for the next mail, after a long and fatiguing ourney, was not as correct as it should have been. The 137 miles in the distance between Tucson and Fort Tejonthat any one at all acquainted with the route would dis

The following table is prepared with greater care, and may, I think be relied on:-

Plan.	Miles Distant from Place to Place	Milos-Distance of Distaion.	Time of Truest M. Rog Division H.	An Miles per Hour of each Division.	Time of Leaving Principal Sta- tion.
Sherman, Texas Ft. Belknap Ft. Chadbourne	143 100 65 305 1463	673	4 8 40		Sep 16, 8 4.3 : 16, 6.15 r.3 : 18, 12 13 : 19, 3.30 4.5 : 20, 4.60 r.3 : 23, 7 4.3 : 23, 7 4.3
Firebaugh's Ferry Arrived at San	150	414 33135 664 — 372	6 22 50 2 4 10 5 6 35 — 2 2 57	2016611 12	30, 5.50 A.3 Oct 1, 10.15 A.3 2, 10 P.3 8, 4.33 A.3 9, 11.50 A.3 10, 7.30 A.3
Totals. Thus the average		27 29%	23 23 30		10, 7,00 3

a fraction under five miles per hour.

Now supposing that no better time than this is made, and not considering all the difficulties natural to a first trip, and more especially over a route like this, which passes through nearly two thousand miles of uninhabited country, this route places San Francisco within twenty-six days of New York by mail and within twenty four by mail and telegraph, affording by the semi-weekly stages communication between the bi-monthy departures of the communication between the bi-montly departures of the steamers. But if the overland trip is made in twenty days—as it can be, and as I conidently predict it will be before the expiration of tweive months—this route places New York as convenient to San Francisco as the ordinary trips of the Pacilie Mail Steamship Company. That the trip can be made in twenty days I have not the slightest doubt. The first trip had many difficulties wirshe each succeeding trip will remove. Every month new stations will be built, shortening the relays of horses, and the roads will be much improved. Even with the very short time which has been made there were distances varying from thirty to one hundred and thirteen miles travelled without relays of horses, except the cavaliades or d roves, some of which I give below in tabular form—
LONGEST DISTANCES OF THE PREST OVERLAND MAIL

and to complete which time is required. But, as I said, he company is rapidly making proparations to build new stations between these long points, and some have doubtless been built and stocked already. A station was nearly finished on the 113 mile stretch, up the Pecos river, about half way, and part of the animals which we drove in the cavallado were left there for the next stage.

At the points where there is no water, if water cannot be obtained by digging, it can be carried thence in the water cars or caught in tanks. An enterprising company is not to be frightened by trivial obstacles, and it will be a matter of economy with them to build stations in preference to killing their stock with such long and ardioes drives. As to improving the roads, much has already been done. I have spoken in detail of the new road on Mr. Batte's routejfrom Sherman, Texas, to Fort Beiknay, Texas, which is thirty miles shorter than the old road, and now nearly as good. The new road from Grape Creek to the head of the Conche river. Texas, on Mr. Glover's division, is also in good order for travel, and saves another thirty miles. The new pass between Los Angeses, Caifornia, and Fort Fejon, California, has been much improved under the superintendence of Mr. M. L. Kinyon, as have also been other portions of the route. The route of the company will, of course, be a favorite emigrant route, and will, therefore, be kept in better order than before; in fact, each month will add new facilities to the bear divided the route needs.

ries as to the means of procuring meals and sleeping along the roate for individuals about to traverse it. Of course these are not to be procured as comfortably as in the Astor House or our own houses, and for much of the distance the traveller has to rough it in the roughest manner. From Red river to El Paso there are few accommodations for eating beyond what are afforded by the company stations to their own employees. In time arrangements will be made to supply good meals at these points. The first traveller will find it convenient to carry with them as much durable food as possible. As for sleeping, most of the wagons are arranged so that the backs of the seats let down and focus a best the length of the vehicle. When the stage is full the passengers must take turns at sleeping. Perhaps the joiting will be found disagreeable at first, but a few nights without sleeping will obvinte that difficulty, and soon the joiting will be as little of a disturbance as the rocking of a cradic to a sucking babe. For my part I found no difficulty in sleeping over the roughest roads, and I have no doubt that any one else will hearn quite as quickly. A bomne of the wagon, which makes one 's bead strike the top, bottom or sides, will be equally disregarded, and "cature's sweet restorer?" found as welcome on the hard bottom of the wagon as in the downy beds of the St. Nicholas. White pants and kind gloves had better be discarded by most assessments.

men employed, and all these appurtenances disposed along the route, the work appears to me to be superhuman. Then it must be taken into consideration that food and clothing for all these men and horses have to be transported over the line, which is no mean item in itself.

I have thus far given you a description of the route as far as Tucson, and with this finish that part of my labors. I have no doubt that the work is feasible; that the route will be successful; that passengers to the Western States and from thence to California will patronize it; that the towns along the route will improve and others spring up; that military protection will be extended; that new mining districts with be discovered and worked; that the great work of the Pacific Raifroad will be forwarded; that the people of California will have regular information from the East twice per week, and that the contractors will realize handsomely on the investments which they make in this great enterprise of the day.

Resuming my narrative where I left off in my last, I find mysuif at Tucson.

DESCRIPTION OF THE ROUTE RESUMED. Tucson is a small place, consisting of a few adobe houses. The inhabitants are mainly Mexicans. There are but few The inhabitants are mainly Mexicans. There are but few Americans, though they keep the two or three stores, and are elected to the town offices. The town has considerably improved since the acquisition of the Territory by the United States. The Apache Indians are somewhat troublesome in the vicinity. We left the town on Saturday, October 2, having to drive forty miles to the next station in the Pecacho Paes, before we came to desirable water. There had been a recent rain, however, and we found water for our animals on the route, scooping it up from little ponds by the roadside. The road was over a plain covered with the customary wild vegetation of the country, but through no settlements. The pass is through one of the scattered mountains of the Sierra Madre range, and is not particularly different from ordinary mountain roads.

Forty miles beyond the pass the company have a staion, where I saw the first Indians in their wild native costume—much resembling that of our New York model artists. They were a band of fifteen Pimos, engaged in dressing a beeve which they had just sold to the station keeper. The desterity with which they separated the various pages and sliced up the animal into strings of meat to be dried was quite remarkable. The men were generally in the costume of Adam, with a drity cloth withe place of the fig leaf. The women, of which there were three, had cloths slightly larger, and a little cleaner, but down to the middle of the body wore beads on their necks and arms, and "didn't wear anything else." They all of them had fine muscular developements and were the very picture of health. Two or three of the men had their faces and bodies painted, having just returned from the war path. It appeared that the Apaches had a few days since gone into their camp in large numbers and stolen a few of their camp in large numbers and stolen a few of their camp in large numbers and stolen a few of their camp in large numbers and stolen a few of their camp in large numbers and stolen a few of their camp in large numbers and stolen a few of their cattle, and they had been following the trail, though without success. Their faces were painted an ebony black and their hips of a deep red color, so that I at first thought they were backs, as they lay basking in the sun or sleeping in the shade. Some of the band lounged about and looked on with curiosity as we changed our horses and partook of our breaktast. This station was located on the Gila river, near the range of mountains known as the Casa Grande. A few miles beyond we came to the Pimos villages, scattered along the Gila on a reservation of filteen systatered along the Gila on a reservation of filteen systater miles. The land here is rich, and, with irrigation, produces bountiful crops. The Pimos number in all about 22,000. They raise corn and wheat in very large quantities, which they sell to the wintes. Their houses are miscrande huts, built of musquite bushes or hoops covered with stra costume—much resembling that of our New York model artists. They were a band of fifteen Pimos, engaged in

THE MARICOPAS WELLS.

Twenty four miles from our last station we came to the Maricopus wells, situated in a large plain of alkali soil and coarse grass. There are in all six or eight wells, and the water is very good. We found a number of Indians there water is very good. We home a humber of methree phise (37% cents) for a small meion which he wished to sell. I showed him two three cent pieces, and the look of insofferable contempt which he gave me would be worth a fortune to an actor if put in in the right place. I am sure his meion would rot before he could get another chance to

From the Maricopas wells, where we changed our horses or a nule team, we had a forty mile ride over the corner of a vast desert. The soil was course sand and gravel, and the road excellent. No water can be found the ea-

doubt. The first trip had many difficulties which each succeeding trip will remove. Every month new stations will be built, shortening the relays of horses, and the road will be much improved. Even with the very short time which has been made there were distances varying from thirty to one hundred and thirteen miles travelled without relays of horses, except the cavallados or droves, some of which I give below in tabular form—

LONGEST DISTANCES OF THE PURST OVERLAND MAIL

WITHOUT RELAYS OF HORSES.

Cahdbourne, Texas, to Grape Creek, Texas, miles. 39
Grape Creek, Head of the Concho. 50
Head of Concho, Pecos river. 75
Pecos river, Pope's Camp. 113
ope's Camp, Gandaiupe mountains. 60
Guadaiupe Pass, Cornudas. 60
Guadaiupe Pass, Cornudas. 60
Guadaiupe Pass, Soliter's Farewell. 59
oldier's Farewell. 50
oldier's Farewell 50
oldier's Farewell. 50
oldier's Farewell 50
oldier's Farewel cause had become separated from the rest. They were met in this ionely spot by a band of Apaches, and the whole family left for dead, with the exception of two young girls, who were carried off by the Indians. The son, nowever, serviced his wounds, and succeeded in crawing many miles to a ranche. After an arduous search of two years he linally recovered one of his sisters by paying a heavy ranson, and discovered that the other had deed during her captivity. The graves of the father and mother are directly in the road, and the teams often pass over them. They he some distance from the scene of the murder, which took place on a hill half a mile off. Mr. Jacobs, the road sgent on this section of the line, intends maying the graves encioned with a fence, so as to turn the road aside.

EXPERIENCE EN ROUTE.

The hill on which the murder was committed The full on which the marder was committee, and saves another thirty miles. The new pass between Los Angeies, California, and Fort Tejon, California, has been much improved under the superintendence of Mr. M. L. Khyon, as have also been other portions of the route. The route of the company will, of course, be a favorter than the company will, of course, be a favorter than the company will, of course, be a favorter than the company will, of course, be a favorter than the company will, of course, be a favorter than the company will, of course, be a favorter than the company will, of course, be a favorter than the company will, of course, be a favorter than the company will, of course, be a favorter than the company will, of course, be a favorter than the company will, of course, be a favorter than the company will, of course, be a favorter than the company will, of course, be a favorter than the course of the company will, of course, be a favorter than the course of the is very steep and covered with deep sand; it has been partly repaired by Colonel Leach, but is still

could not be overcome, and the old road, through the upper corner of Mexico, is preserved.

For full sixty miles the sand is extremely heavy, and progress with loaded teams very difficult. Near the road For full sixty miles the sand is extremely heavy, and progress with loaded teams very difficult. Near the road is a steep sand hill, with little or no vegetation, which extends sixty miles into the plain. A few days before we left Fort Yuma. (which was on Tuesday, the 5th, at 615 A. M.,) there had been a heavy sand storm on the desert. Some of the sand drifts were very high, and in many cases the road was entirely covered up. These sand storms are very violent, and often men and animals are lost in them. On one occasion a wealthy cattle owner of California lost three thousand head of sheep in six hours, and out of 6.000 sheep, with which he started for San Francisco, from Chadbourne, Texas, he only reached his point of destination with 1.500. On our way we met several smail companies of Yuma Indians, crossing the desert on foot, carrying their water gourds. The Yumas are a peaceably disposed tribe, and these did us no more harm than to make faces at us and grin as our horses shied from them. I found the journey quite unpleasant enough in the wagon; but they seemed to enjoy the walk, as if they were used to it. We took the precaution to keep a sharp lookout on our back bood, where the baggage was kept, so as to leave them no temptation is steal—a temptation which they would not be likely to resist. Twenty-four miles of pretty rough riding through the sand brought us to one of the company's stations, kept by a kind hearted geatleman maned Elliott, who only charges one dollar for a meal of crackers, pork and coffee. We found that there were no horses ready for us at the station; but, fortunately, an agent of the San Diego Mail Company was passing with a lot of stock, and Mr. Hall scon made a trade with him for a team, and we suffered no detention. I thought at first that he had much the worst of the bargain, for one old mare insisted on pulling the wrong way. They all finally pulled together, however, through the xcellent management of Mr. Hall, and we started on mother twenty four mile ride to the Indian wells. M

NEW RIVER. A few miles beyond we crossed New river, which is indicated on the maps, but has never been seen but once which was by a military expedition in 1851. They camped at night, supposing they were a great distance from wa ter, and in the morning, to their surprise, found they were on the banks of a river. Many reasons were at first assigned for it; some said that it was a large spring, and others that it was a series of springs. I believe, however, the final conclusion was that it was a sort of slough from the Colorado, for it shortly disappeared, leaving in its bed yast num bers of fine fish, whose decaying bodies made the most horrid stench for months. It went almost as quickly as it came.

Twenty four miles of heavy sand riding brought us to had, some difficulty with Indians, who refused to let them have water for their animals. Almost a collision ensued, but the Indians finally retired without making an ensued, but the Indians finally retired without making an attack, although they were vastly in the majority. Twenty-four miles from the wells we came to Carisso creek, which is indicated on the maps, but, as it appeared to us, was a sample sandy gully, a little damp. Our road for a considerable distance lay directly in its bed, was indeed a desolate one. The vegetation within sight was of but little account, while not a tree could be seen except upon the distant mountains, where there are many line cattle ranches; but we could see nothing of vegetation but here and there a clump of musquit, or some other wild bush of the plains. CATTLE DYING OF THIRST.

An emigrant train had just passed, and we met number of cattle which had been abandoned as being too weak to travel; there they stood, almost living skeletons, gradually dying of thirst, with water within a few miles of them. I could almost imagine they looked supplicatingly at us, and begged for just one single drop. Some were standing, others iying, and others just gasping in the agoines of death—a sight almost enough to sicken the stoutest heart. The loss to emigrant trains—especially large one—is very great from this cause. Very often one half, or two thirds, of a large drove of cattle will have to be left on the road, too weak to proceed from want of water. The ladians gather up these stray cattle, by carrying water to them or ariving them to the nearest creek, as, by the custom of the country, cattle thus picked up are seldom reclaimed by their original owners. One of the greatest benefits of the establishment of this overland mail route will be, that it will indicate to the emigrant, with his valuable droves of cattle, the safest and surest means of transet across those waterless plains, which are so little travelled that disputes often occur among directors of a train as to which is the right road. I was furnished with a sad illustration of this fact by a passenger in our stage from Pilot Knob to El Monte—a distance of 280 miles—who paid almost his last cent for passage money for himself and family of wife and twe children—one a fat, hearty infant but eight months of age, whose joyous glee was quite an addition to our company on the tedious road, beasies being a reminder of another little one more than two thousand miles away. The passenger of whom I speak had started with a large emigrant train from Fort Chadbourne, Texas, to cross the Great Staked Plan, the crossing of which I deacribed in my last. A dispute arose as to the proper course; most of the party contended for striking a northern course, but he and another who had crossed the Plains several times insisted that they should steer west and strike the Pecos. They were, however, overrified, and the train passed directly across the Plain reads leading to travel; there they stood, almost living skeletons, gradually dving of thirst, with water within a few miles of them

CALIFORNIA VALLEYS. have a station at Carisso peenty of water can be had by digging. About half way between the next station and Vallecito is Palm Spring, so called on account of a number of palm plants which grow near it, we met the fifth stage from San Francisco, which was a little behind the usual time, but ahead of schedule time. Vallecitio, or Little Valley, is a beautiful green spot—a perfect oasis in the desert; it is about five miles square, surrounded by rugged timberless hills, and the green bushes and grass and hard road are a most refreshing reits from the sandy sameness of the desert. There are a number of springs, some of them sait. There is but one ranche, where we changed horses. The sand-packles in the son with large quantities of mica, which the unmittated often rustake for gold dust, as it much resembles the precious snetal in color. We found here part of Mr. Foreman's emigrant train, which, from thirty-three wagons, had dwindled down to seven, with but a tithe of the cattle with which they started. From Like Valley the road leads through a rough canon over a steep and stony hill into another valley, whose only characteristic is an abundance of grease weed, which, whether wet or dry, is excellent fuel. At the end of this valley, twenty-eight miles from Vallecito, our road strikes the San Dego road, and proceeds through a very marrow pass—the most wonderful on the route. It appears to have been the bed of a fierce torrent, but it was now dry. The channel appears to have been cut through the solid rocks with the regularity of a deep cut for a railroad, and perpendicularly up the steep sides of the narrow pass the larged rocks tower, apparently ready to fall and crush all beneath them. Yet among these jagged peaks there are many varieties of curious weeds—cactus plants, Spanish dagger, prickly pear and maguey—from the maguey plant an exhilarating legoor, called "mescal," is made, while the plant itself, after being baked for twenty four hours, affords an excellent meal. The outer covering of the leaf, which somewhat resembles the Spanish da between the next station and Vallecito is Palm Spring, so called on account of a number of palm plants which

PLEASANT SIGHTS. a beautiful hard road which would rival the Third avenue parameter will find a convenient to carry with them the wapon are not received by the second and form a best the length of the violet. When the second and form a best the length of the violet. When the form a second form a best the length of the violet. When the form a second form a best the length of the violet. When the form a second form a best the length of the violet. When the form a second form a best the length of the violet. When the form a second form a best the length of the violet. When the form a second form a length well-out steeping will obvious that the second of the length of the violet. When the form a second form a length well-out steeping will obvious of the wapon at in the drown best of the form and the second form a length well-out steeping over the recipion transla, and length of the second form a length well-out steeping over the recipion transla, and length of the second form a length well-out steeping over the recipion transla, and length of the second form a length well-out steeping will obvious the second length of the second form a length well-out steeping will obvious the second length of the seco in its palmiest days. It seemed to infuse new life into

some of our sturdy, industrious Eastern farmers, and I re-curred to my reflection in the Mesilla valley, that Provi-dence knew just where to locate the lazy men and the in-dustrious ones. Perhaps it is the very luxoriance of the soil, and the case with which anything can be produced, that makes the people insensible to the benefits which they have; but to me it seemed a great pity to see so much good land useless.

After crossing the Santa Anna river, in San Bernardino county, the road runs through the Chino Ranche, which is house. The course is then due west into Los Angele county, which may well be called "The Angels" coun county, which may well be called "The Angels" county, for the rich fertility of its soil. A few miles before reaching Los angeles city, we pass through the beautiful little town of El Monte, which is ranged along the road for nearly five miles, and is composed of a series of neat locking houses, built of wood, and considerable cultivated land. The fences are, many of them, "live fence," made by planting cotton wood, poplar or willow, much like the castern willow, which soon grows to a large size, and lines the road for miles. The Post Office is a wooden building, with a neat piazza and shingled roof, which looked quite refreshing after over a thousand miles travel without seeing a house having the appearance of civilization. The roads through this county are excellent, and as we ride along we pass numerous herds of cattle. Many of these herds are watched by dogs, which are solweit trained that they keep the flocks together, and will not permit strange men or ravenous animals to approach.

TRAINED DOGS. TRAINED DOGS.

herds from the corral in the morning, drive them to good pasturage, and watch them until night, when they bring them back. They take turns at meal times, two remaining while the third goes home to his meal. This may seem a pretty tough story, but I am assured that it is a fact.

Los Angeles City is about twenty-seven miles from the coast, on the San Pedro river. It contains about 6,000 inhabitants, and has a number of fine buildings. The peo ple are mostly Mexicans, Spanish and Indians; but since the acquisition of the State by the United States, the Ame the acquisition of the State by the United States, the Americans have been increasing in numbers. There is a weekly paper published there, and the town, as I passed through it, looked thrifty and business-like. On the outskirts of the city are the vineyards, covering many acres and producing the most luscious grapes, from which wines are made which have a world-wide celebrity. Celebrated sparkling wines are made here. The fruits of the neighborhood are of the largest kind. I saw some pears which would take premiums at our agricultural fairs. Their flavor was, however, inferior to the Bartlett pear. We arrived at Los Angeles in five days and four hours from Tucson, making nearly six miles an hour on the average, in spite of the sandy desert and craggy hills. As we entered the town we met the sixth mail from San Francisco, which left on Monday. October 4, with two through passengers. We stopped only long enough to change coaches, and started on our way again. We net here Mr. M. L. Kinyon, the superintendent of this ead of the road, through whose energy the line from Tucson all the way to San Francisco, has been stocked. Messrs. Hawley and Buckley, the superintendents between El Paso and Los Angeles, received much assistance from him, and he was much aided by Mr. Warren Hall, of whom I have before spoken as an experienced stage man. The stock from Los Angeles is very good, and we made the best time on before spoken as an experienced stage man. The stock fro Los Angeles is very good, and we made the best time of that part of the route—sometimes making twelve miles p that part of the route—sometimes making twelve miles pe hour, including stoppages. He has some excellent drivers and his longest station is twenty-six miles. The average

THE ROUTE BEYOND LOS ANGELES. Our first change was nine miles from Los Angeles. Fifteen miles further we changed at the old Spanish mission of San Fernando, which is marked on Coltou's maps. It was built for the Indiaus, and consists of a number of low ranches; the remains indicate that it was once a fine adobe building, with large pillars in front, and a fine belfry and fountain. A niche in the centre of the building contains a fine piece of old statuary. Part of the building is now used as a stable for the company's horses; and the only inhabitants we saw were a few Indiau women, washing in a little brook which gurgles by, who giggled in high giee as we passed with our beautiful team of six white horses—two more than our usual allowance, in consideration of a heavy canon and pass which lay in our route. It would be well for other portions of the road east of El Paso if six horse teams were used, as there are in a number of difficult places, such as the Colorado desert and the Pecatche Pass; but I suppose a fittle time will requiate all these matters. The road leads through the New Pass, where it strikes the old road from San Bernardino to the Tejon Pass of the Sierra Nevada mountains. The canon road is rugged and difficult. About the centre of the Pass is, I believe, the steepest hill on the whole route. I should judge it to be full 800 feet from the level of the road, which has to be ascended and desended in the space of a quarter of a mile. Perhaps my idea of the distance is not correct; but certainly it is a very steep hill, and our six horses found great difficulty in drawing our empty wagon up. The road taxes some pretty sharp turns in the canon, and a slight accident might precipitate a wagon load into a very uncomfortable abyss. At the base of the canon is the smooth sandy bed of a creek, which was now dry. Eight miles from San Fernando we changed horses again at Hart's ranch, having made nearly ten miles per hour, and in spite of the bad condition of the roads, after one of the human profiles. We roached Fort Tejon, ninety-six miles from Los Angeles, at 3.49 A. M. on Friday, Oct. 8, where we again struck the route mentioned in the published time table.

FORT TERON. was built for the Indians, and consists of a number of low ranches; the remains indicate that it was once a fine adobo

fine adobe buildings, most of which belong to the govern ment. There are few settlers. The price of hay here is \$43 per ton, and barley six cents per pound. I should think some of our enterprising Yankees, who think ten dollars per ton for hay a very high price, could make fortunes here if they could only get the liberty of cultivating a few of the many acres of now useless fertile lands in this section of California. We left the fort at 4.33 A. M., our route passing through Grape canon. The hills on either side of this canon have a remarkably round and smooth appearance. The road is winding, and verges on many a dangerous precipice, requiring the most careful and experienced drivers. The road through the pass for five miles is good, and then we strike a level plain for thirteen makes to the sins of Teyon, the next station, at the entrance of the Pass. The next station is sixteen miles distant, and the road across a plain, with some heavy sand, and one or two steep hills. Effects miles from the last station we cross the Kern river, which empties into the Tulare lake. We are now in a vast plain, through which our road runs for one hundred miles, crossing a series of rivers and creeks, which empty into the Tulare lake. The Kern river is a rapid running stream, and has to be crossed on boats. A man named Gordon keeps the forry, and has a large flatboat, which being out of order at this time, the stages could not cross land we had to cross in a small boat, propeiled stern first with a shovel by the dexterous hand of the ferryman. The company have a station here, and no detention is experienced, as horses and another wagon are waiting on the other side. The land along the river bottom is good. We have now to cross thirty-three miles of sandy road over some steep foot hills of the Sierra Nevada, with only an occasional green spot to relieve the monotony. For several miles the road winds at the foot of these hills with abrupt turns, which keep a team travelling like horses in a circus ring, though the curves are alternately to the right and to the left. The hills are barren. Occasionally we have a steep one, and from the top of \$43 per ton, and barley six cents per pound. I should

VISALIA—A RECEPTION.

The next town of importance is Visalia, which is forty seven miles from White river and about one hundred from Tejon, and the first town from Tejon. There are a few adobe homes, and the population is about five hundred. The place is situated in an oak grove, sometimes called the Four Creeks, which seldem have much water. There are a number of New Yorkers in the town, and I took a glass of lager, which made me feel quite at home. Though it was nearly midnight when we arrived, the news spread rapidly, and we soon had a cordial greeting. Before we left they gave us an anvil salute, which was quite new to me. The powder is placed in a hole in one anvil, and a train laid to the edge. A card is then placed over the hole, and another anvil on top of that. The reports were quite as heavy as those of an eight-pounder. This was the first evidence of any enthusiasm along the route since we left Fort Smith, and the rousing cheers they gave us as we drove off at 11:50 on Friday, the 8th of October, ought to be remembered in the history of the town; so I here immortalize them. They were genuine expressions of joy, for the mail of the 5th of September from New York had but just reached them, while we brought dates to the 16th. Our stations from Visalia were: 15 miles to Cross creek, 13 to King's river. 16 to Elk Horn, 22 to Frezeneau City, and 19 to Firebaugh's Ferry, on the Son Josquin. The road is over the barren plain, with no wood except upon the banks of the creeks, and no settlements except the stations. adobe houses, and the population is about five hundred

of the best I had seen, and our driver kept his team on the move, making the first twelve miles in one hour and twelve minutes, and the next twelve in one hour and ten minutes, and the next eighteen miles to San Louis ranche in one hour and a quarter changing horses at each station, and giving us some pretty fair specimens of the California stock. To run stage horses at such a rate of speed would, I judge, be considered rather daugerous work in the Sates, but here stock is cheaper, and if it does not last so long, they buy more and keep the coaches moving along right smart.

From the time we leave Firebaugh's Ferry to the time of entering Pacheco Pass, a distance of forty miles, the Pacheco Peak is plainly visible. The San Louis

to the time of entering Pacheco Pass, a distance of forty finies, the Pacheco Peak is plainly visible. The San Louis ranche is just at the entrance of the pass, and is the only house within thirty miles. The building looks much like a country farmhouse in Connecticut, and the owner's hospitable table is always open to all who pass that way. It is a great rendezvous for drovers going down into the valleys after cattle. The owner himself keeps about I,400 head of fine cattle, which may be seen dotting the plain for miles around. He cultivates the ground but little, considering himself sufficiently well off to buy his supplies of those who do cultivate; while they in turn get high prices enough to keep themselves, doing as little work as possible. Few of these large ranches are owned exclusively by Americans, as most of them have been handed down from the old Spanish settlers. Much of the property, however, has come into the possession of Americans by means of intermarriage. The celebrated Chine ranche is thus now partly owned by two Americans, who, I believe, married two sisters, the descendants of the old Spanish owner.

As we entered the Pacheco Pass I had made up my mind to lie down in the wagon and take a nap, as night was fast approaching and I felt much fatigued. I heard the driver and agent, known throughout this section of the country as Tote Kinyon—the brother of the Superintendent—remarking on the rough mountain pass which lay on our way; but after the Guadalupe Pass, the Boston Mountain of the Ozark range, the Pacheco and the New Pass, I had about concluded that I had seen all the mountain passes worth seeing on the route, and that none could be more difficult or dangerous. But I was destined to be disappointed, and to witness one of the finest views which the entire route affords. The distance through the pass is twelve miles, and instead of the canon which I expected, I found the road to lead over hills piled on hills, which, though a little lower than their neighbors, were still at quite sufficient

FAST DRIVING. Most drivers would have been content to drive slowly over this spot, a distance of tweive miles, and every foot of

Most drivers would have been content to drive slowly over this spot, a distance of tweive miles, and every foot of it requiring the most skilful management of the team to prevent the certain destruction of all in the coach. But our Jehu was in a hurry with the "first States" mail," and he was bound to put us through in good time. I suggested to him that a bad man riding on this road was on the very brink of the bad place, and likely to depart theme at almost any moment if anything should break. He said, "Yes, but they did not expect anything to break," and whipped up his horses just as we started down a steep hill. I expected to see him put down the briskes with all his night, but he merely rested his foot on them, saying, "It's best to keep the wheels rolling, or they it slide;" so he did keep the wheels rolling, and the whole coach slid down the steepest hills at the rate of fifteen—yes, twenty—miles an hour, now turning an abrupt curve with a whip and crack, and "round the corner, Saily," scattering the loose stones, just grazing the rocks, sending its ratting echoes far away among the hills and ravines, frightening the slow teamsters on the road, and making them haul off out of the way, and nearly taking away the breath of us all. The driver seemed to enjoy the fun, and invited me up to ride with him on the box. I got up; taking of my hat and throwing a blanket over my head, I held on tight as we dashed along—up and down, around the curves and in straight lines, all at the same railroad speed. The loosening of a nut, the breaking of a strap, the shying of one of the four spirited horses, might—indeed would—have sent us all to "kingdom come" without a chance for saying prayers. But just as I made such a reflection, crack! went the whip, and eved would—have made oid Join Butterfield, the President of the Mail Company, and a very experienced stage man, wish himself safely at home. For my part I heid on to the seat, and held my breath, hoping we might get through safe. If I thought I was destined to be killed i

HOW THE CALIFORNIANS RECEIVED THE MAIL. The next twenty miles to Gilroy we travelled in two nears, and took supper. The scene here was much like that at the other stopping places of any note along the route since we left Franklin. The villagers gathered route since we left Franklin. The villagers gathered around, asking all sorts of questions —" Have you got the States mail?" "What's the news from the States?" "Is the cable working yet?" "Have you got any through passengers?" "Only the correspondent of the Herald." "Why, then, we shall hear all about it." "How did you like your trip, sir?" "Very well." "How did you manage to sleep?" "What, slept in the wagous?" "Did you ride day and night?" "Well, I declare;" "I should you ride day and night?" "Weil, I declare;" 'I shoulthink you would be tired." "Have plenty to eat? "What, beans and jerked bee?" "Glad to hear you sa they'd have better soon." "Meet any linguists" "Non at all. eh?" "Weil, that's some comfort." "How ion, have you been? "Left St. Louis on the 16th of September. "Weil, that beats all stage ridin." "Going the come through twice a week, eh?" "Weil, that is good now, ain't it?" "How's the line on the other end? "Slow, eh?" "Of course; all the States people arisiow." Let 'em come out here and see a little life;" "Here we do live—live fast, too."

A CROAKER.

I found, however, at Gilroy, one man who thought th mail wasn't such a tremendous thing, after all. He thought they hadn't made any good time yet, and he didn't think they were going to, very soon. He was the only creaker I saw the whole distance—the only man that was not glad to see the stage and to speak well of the enterprise. His name ought to be immortalized. I was glad to see Tole back him down on two bets as to the time when we would reach San Francisco.

SANTA CLARA COUNTY.

We were now in Santa Clara county, one of the fines agricultural districts in the State, and Gilroy is one of its most flourishing towns, having over 600 inhabitants, a number of very fair houses and several stores. There is no claim on the town under the old Spanish grant. Thirty miles from Gilroy, passing through a valley of prosperous ranches, we come to San Jose, an old Spanish town, but now a small city of 3,000 inhabitants. It is within fifty three miles of San Francisco, to which point daily lines of stages run. I should have mentioned before that the Overland Mail Company, through the energy of Mr. Kinyon, have been running a tri-weekly stage between San Francisco and Los Angeles, for nearly two months, using the Concord coach to San Jose, and the canvass covered thorough fare wagons the rest of the distance. From San Jose the road leads through San Mateo and San Francisco counties, to the city, having prosperous ranches ranged all along the line, with the dourshing little villages of Redwood and Santa Clara en roate. I was very sorry to be obliged to pass through this interesting part of the journey in the night, and a dark night at that, but the overland mail was on board, and we made no stoppages other than to change houses at statums about the seasons. most flourishing towns, having over 600 inhabitants, IN SAN FRANCISCO-DELIVERING THE MAILS.

bound, shot through the streets to our destination, to the great consternation of everything in the way, and the no little surprise of everybody. Swiftly we whirled up one street and down another, and round the corners, until finally we drew up at the stage office in front of the Plaza, our driver giving a shrill blast of his horn and a flourish of triumph for the arrival of the first overland mail in San Francisco from St. Louis. But our work was not yet done. The mails must be delivered, and in a jifty we were at the Post Office door, blowing the horn, howing and shouting for somebody to come and take the overland mail. I thought nobody was ever going to come—the minutes seemed days—but the delay mads it even time, and at the man took the mail bags from the coach, at haif-past seven A. M., on Sunday, October 10, it was just twenty three days, twenty three hours and a haif from the time that John Busterfield, the President of the company, took the bogs as the cars moved from St. Louis, at S. A. M., on Thursday, 16th of September, 1858. And I had the satisfaction of knowing that the correspondent of the New York Haralib had kept his promise, and gone through with the first mail, the sole passenger and the only one who bad ever made the trip across the Planus in less than fifty days.

Here ends my duty in describing the route overland from St. Louis to San Francisco, which I have discharged as well as information collected from the seat of a wagon would allow. The details might have been fuller had more time been allowed; but, such as they are, I think none others could show more conclusively that whatever may be the difficulties in the way, the overland mail route may be considered as permanentiv established, and its success placed beyond the possibility of a doubt.

To many Americans who travel for pleasure this route will be a favorite. Relieved from all dauger from sessickness and the dull monotony of a sea voyage, they can travel by comfortable stages, stopping at such interesting points as they may choose for rest, and enjoying many opportunities for viewing the b great consternation of everything in the way, and the no little surprise of everybody. Swiftly we whirled up one

oon we struck the pavements, and with a whip, crack and

The Russian Railway Revelations

The Russian Railway Revelutions.

[To the Editor of the U. S. Gazette.]

The statement in regard to the railroad from St. Petersburg to Mescow, recently published in your paper, our porting to be copied from the London Daily News, of October 16, having been reproduced in the telegraphic despatch of the news by the London, penuted in your columns this morning, (which hast, I have accertained, was founded on a con mutication to the London Times of October 26, from its correspondent at Vienna, under date of October 16, I think it proper to solvent the following facts. The paragraph from the London Times is as follows:

A most shaneless attempt to defraud the Russian government has just come to light. The imperial authorities declared the distants from St. Fetersburg to Moscow to be 637 versis, but M. Von Struve has found it to be 83% versis less. The American company witches to construct the railroad would have pocketed about 37,2000,000, or, at all events, a considerable part of this sum, had it not been for M. Von Struve's oppartume discovery. In order to make out the 607 versis, all the distances given on the projected railroad were given erroneously. The Emperor, as you can easily conceive, is very angry. But the matter is likely to be husshed up, as the reputation for common honesty of men of high rank is in jeopardy.

The Times' correspondent says:—

The American company (of which I am a member) which is to construct the railroad stored given proposed and that pocketed \$12,000,000, or, at all events, a considerable part of that sum.

This looks as if the American company were now about to build a road from St. Petersburg to Moscow; whereas, the railroad between these two cities was finished and opened in 1850, and has ever since been in operation. The American company never had any contract for building the road, their contracts from December, 1844, and still existing, being exclusively for the construction and repair of the rolling stock. Nor have the company even had anthing to do with working the rolling

Valdar ridge at a part that appears to preacut less difficulty than near the high road. Inated, however, of 500 versts, in making the estimates 620 have been reckoued, being an allew ance of 20 versts for the deviations from the direct line and its branches at the stations.

It will be seen by the above extract that the length was originally estimated at 500 versts between the two cities, and that an allowance for deviations from the direct line and to fithirty versts was made, which would have brought the road to 620 versts. Conscientious railroad engineers, as is well known, are rather disposed to shorten the original length of a projected road, by revising the surveys, than to lengthen it; and this is just what the Russian engineers who projected the St. Petersburg and Moscow road didthe road, when finished, being but 604 versts, and not 607 versts, as the "revolations" make it. Thus the engineers only appropriated fourteen versts of the allowance for deviations instead of thirty, which they could have taken, and then have been within the length laid down in the report to his Imperial Majesty. This certainly does not look like a fraud on their part, nor does it look as if they ever dreamed of such a thing as trying to make the road appear to be longer or than it really is. The road is now worked as 604 versts long, and never has been rated longer or shorter since its completion.

The above extract from the original report, with the explanations I have made, ought to be a sufficient refutation of the charges of the English press against the original projectors and engineers of the road, who were Russian efficers of high standing at home, and who are remembered here as high toned and refined gentlemen by many of our citizens, who frequently met them during their stay in this country. In regard to the sucer, in the heading of the article in the English paper, of "Brother Jonathan at Some of his Tricks," and which it italicises, it is a sufficient answer to say that Major George W Whistler, that first amounts to

Pashions for November.

[From Le Follet.]

It will with reason be expected that we shall this mostle be able to give our fair readers some decided information on the subject of winter fashions, and we doubt not that the following particulars will amply satisfy them.

With respect to materials for walking dresses, thicker and warmer textures are now appearing in great varieties. Flaids are very much in favor, both in poplin and in woolien fabrics. Satin, taffetas, and velvet are also much worn. The skirts are still worn very full, and while some are made quite plain, many are seen with two, hree or more flounces; and double skirts cannot yet be considered as discarded. One deep flounce, with a heading or several very narrow flounces above it, is not unfrequently adopted. Both double skirts and flounces are very pretty trimmed with that plaitings, either if the same material or of ribbon, and sometimes if taffetas a different color from the dress. Bodies of walking dresses are frequently quite plain, with the exception of the handsome buttons with which they are fastened in front. Basques are worn, but rounced or pointed bodies are much more in favor. A band with a square buckle usually accompanies a rounded body. In full dress pointed bodies only are allowed.

We still hear that the interact along will be worn this

Dark colors are of course much worn at this season—green, blue, groscilie, drab, iron gray, and brown, but above all—especially in silk dresses—black appears to be in favor.

Velvets, in wide tiger pattern stripes, in two shades, crossed by narrow satin stripes, are very handsome. We have seen an entirely new and elegant ornament for full dress, consisting of a network of chenilie, with a bead on each square. This was arranged so as to cover nearly the half of the skirt, forming a kind of tanic. It may be mada in any color; for a colored satin or more antique dress, it is, perhaps, best in black chenilie, with jet beads, with a winte dress it is very pretty either in light blue, plack or green. The berth should match.

Evening headdresses are usually made either in the form of a cache pegme or of a dadem. A pretty one in the former style may be composed of a wreath of mak of this placed very backward. Behind should be rose ieaves with long sprays of acada, and two long and wide barbes of talle simply hemmed. We much almired one composed of two plaits of blue velvet, one across the front, the other backwarder. These were both spotted with silver stars, and attached by a sliver cord with two tassels, one hanging lower than the other.

Flowers are very much worn in the hair, and are always accompanied with a great deal of folinge. Pale blue flowers, nitzed with silver wheat ears, laurel and Amerisan flowers, nitzed with silver wheat ears, laurel and Amerisan movers, are very fashionable. Rose leaves, both for conflures and trimmings for white ball dresses, are also much in favor. The most recherche bridal wreaths are composed entirely of orange blossoms, they are made round, slightly advancing in front, with two sprays of different lengths behind.

Bonnets are in general worn larger than they were last year. Feather trimmings are very fashionable. Many white bonnets are trimmed with colored velvet in extremely becoming to some complexions, but should be mixed with black. Jonquile color is also very good, and will

Heron and con feathers are much worn in legisorn and straw bonnets.

The autumn mantles are high, and mostly made with wide sleeves. They are flat on the shoulders, with a wide lace round the pelerine, which reaches to the waist. The lower part is set in large platts, widening towards the bottom. The Grand Duchesse is four yards and three-eighths round. This elegant cloak should be trimmed with a lace half a yard wide, and is certainly the most elegant mantle of the season. The sleeves are very wide and long, reaching nearly to the bottom of the cloak.

Although the casaques and cloaks will supersede the burnous for visiting dress, yet they will still continue to be worn; and that which gives them their chief value is, that they can be worn at almost any season, and can be made of almost any material, as they are equally graceful when made of velvet, cloth, silk or muslin. These made his autumn of plaid plush are really elegant and convenient, plush being both light and warm.

Fur will be worn during the winter as trimining for reases as well as cloaks.

UNITED STATES BRANCH MINT IN NEW ORLEANS

Total value of gold and silver coinage \$071,761 St

ADMITTED TO BAIL.—Capt. Gage, of the slave brig Brothers, was, on the 12th inst., admitted to ball at Charleston, in the sum of are the same dollars.